

The National *Falcon* News

The Monthly Magazine of The Falcon Club of America

September 2014



1962 Ranchero
Dr. Joe Stricker
Red Bluff, California

September 2014

COVER: DR. JOE STRICKER'S 1962 RANCHERO

David Stricker, (FCA #09184) submitted the cover photo of his father's 1962 Ranchero. Taken in the summer of 2013, the car is shown loaded with branches cut from neighborhood trees. Dr. Joe Stricker bought his Ranchero new in 1962. David and his dad drove the Ranchero to the FCA Nationals in Sacramento, California in 2000. At that time, it had the still-working original radio, a rebuilt inline six, new floor pans and new window linings and trim. Dr. Stricker is 88 years old and doesn't drive it around much now, but when David visits, he puts it to work. David says, "It gets all kinds of compliments and people tell us stories about the Falcon they had. It's had many paint jobs over the years—all on top of each other—which probably helped protect it from rust."



Dr. Stricker's workhorse Ranchero carries a Christmas tree to the local Red Bluff, California firehouse.

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Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.

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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay

Having recently been re-elected as your President for a third year, I want to first thank our club membership for supporting me and the other current FCA elected officers. The leadership team and I hope to have your continued support as we learn our respective roles and serve the FCA in achieving our club goals.

Please join me in thanking and congratulating our new FCA officers: FCA Board member Jim Di Zerega from the Mile Hi Chapter; FCA South Central Regional Director Mike Sigler from the Gulf States Chapter; and FCA Social Media Director Mark Sword, Jr. from the Founders Chapter. I would also like to express our thanks to Michael Garrett for his five years on the FCA Board of Directors and to Ron Talley who just stepped down as our South Central Regional Director.

I believe in Falcons, friends, family, and fun! I believe in taking kids to car shows. Helping younger folks with their Falcons, whenever and however possible, will be in our chapters' and clubs' best interests. Whether we share our knowledge with them, give them assistance on projects,



or give them good deals on parts...it is all about getting and keeping them involved with these Falcons we love.

Recent technology changes have been made to modernize our club's presence on the internet. We have just added our new Social Media Director and he has already established our new Facebook page. This will help us spread the word about our club and link us to other existing Falcon-friendly web pages too. We welcome your suggestions and complaints to continually improve the FCA website and Facebook page for the entire membership. Please feel free to pass your recommendations to any FCA officer and we'll ensure they get back to the appropriate team member.

I trust that all members will continue to support our local chapters who will be working hard to host regionals in September and October. I will admit that fall regionals have always been my personal favorite and Vanessa and I hope to attend one this year.

I hope to see you all out there!

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

SEPTEMBER 5-6, 2014

**FCA REGIONAL MEET
NIAGARA FALLS, NY**

Hosted by the Erie Canal Chapter FCA.
Holiday Inn, 114 Buffalo Ave, Niagara Falls, NY.
800-HOLIDAY. Register at eriecanalfalcon.com.

SEPTEMBER 14, 2014

**2014 FCA PACIFIC MINI REGIONAL
TACOMA, WA**

Hosted by the Rainer Chapter FCA.
This one day mini Regional show will be held at Griot's Garage in Tacoma. Visit the Chapter's website at rainierfalcons.com for more information.

OCTOBER 3-4, 2014

**CAROLINAS CHAPTER 11TH REGIONAL
KANNAPOLIS, NC**

Hosted by the Carolinas Chapter FCA. For info email James Baxter at info@baxtersigns.com or check Chapter website at ncfalcon.org.

OCTOBER 10-11, 2014

**24th ANNUAL FCA PACIFIC REGIONAL
REDWOOD CITY, CA**

Hosted by Golden Gate Chapter FCA.
Use form in this issue to register. For more info visit ggfca.homestead.com/regional.html.

MARCH 27-28, 2015

**7th ANNUAL FCA SOUTHERN COAST REGIONAL
PENSACOLA, FL**

Hosted by Southern Coast Chapter FCA.
Use form in this issue to register. For more info visit falconclub.0catch.com

JULY 9-11, 2015

**NATIONAL CONVENTION
WARWICK, RI**

Hosted by Northeast Chapter FCA.

**Are you hosting a Falcon event this year?
Send a notice to fca.editor@yahoo.com to
get the word out to FCA Members.**

Finding That Perfect Car...Again



I married my wife Lois in 1966 while I was stationed in Mayport, Florida with the Navy. Lois joined me in Florida in 1967. We needed a car; off we went to Jacksonville where we bought a 1963 Falcon Futura convertible. It was our very first car together. After I was discharged in 1968, we left Jacksonville Beach and headed home to Joliet, Illinois. Lois, our daughter Lori, and I—in my Falcon—pulled a U-Haul trailer full of our stuff. That little six cylinder never moaned or groaned all the way to Illinois, even through the mountains of Tennessee. As time went by, we sold the car.

Now, 47 years later, we found a 1963 just like the one we had. It sure has brought back some fond and fun memories for us.

Rich Kolodziej (FCA #14856)
Mazon, Illinois

Restore YOUR Ford

1932-96 Pickup
1932-72 Car

FORD RESTORATION PARTS
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\$99.00 Purchase or Less ships \$9.99 | \$100.00 or More Purchase ships \$14.99

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Fits 1961-65 Falcon. LH or RH
C3DZ-3047-A..... \$30.00 each

Restores Steering Column To Like New Appearance

Steering Wheel.
Original 17" dia. (black only)
Fits 1960-63 Falcons
C3DZ-3600-A..... \$225.00 each

Restores Door Lock Security

Matched Pair Door Lock Cylinders with Key
Fits 1960-63 Falcon
B7A-7021984-PR..... \$40.00 pair

Restores Weather Resistance

Door Seal Set. Does Both Doors
Fits 1963-65 Falcon
2 dr hardtop or convertible.
C3DZ-7620530-PR..... \$100.00 set

FREE catalogs → → **ORDER PARTS** → **1-800-476-9653** → **WWW.dennis-carpenter.com**

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 Parts Assistance 704.786.8139

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 includes 1960-70 Comet
 1960-79 Ranchero / 1968-71 Torino

1932-1947 Ford Pickup
 1948-1956 Ford Pickup
 1957-1966 Ford Pickup
 1967-1979 Ford Pickup

1980-1996 Ford Pickup
 1966-1996 Ford Bronco
 1939-1964 Ford Tractor
 1936-1965 Cushman Scooter

Open Mon-Fri 8am to 5pm Sat 9am to 12 (Eastern) Email: info@dennis-carpenter.com 4140 Concord Parkway S., Concord, NC 28027

ALL NEW WEB SITE



Ruby Throgmorton
(FCA#009)

December 13, 1929 – June 11, 2014

Ruby Throgmorton (FCA #009) of Jacksonville, Arkansas, passed away June 11, 2014 at the age of 84. Ruby and her late husband Jim were founding members of the Falcon Club of America. She was born Ruby Pearl Lovel on December 13, 1929 in DeSoto, Illinois. Upon graduating from Carbondale High School, she married Jim Throgmorton in 1948 and they spent the next 20 years traveling the world in the service of the United States Air Force.

After Jim returned from Vietnam in 1968, he retired from active duty in Jacksonville, Arkansas. Shortly after, they bought a 1965 Falcon hardtop for their oldest daughter to drive to school. That car has since gone through all three of their daughters and me, their grandson. Jim and Ruby drove the car to the first meeting of the Falcon Club of America in August 1979, and subsequently trailered it to FCA meets all over the country.

Ruby served the Falcon Club of America for over 20 years in both capacities of Recording Secretary and Corresponding Secretary. She worked for many years at Pinewood Elementary School, earning the nickname "Miss Ruby" from students and teachers. She was also an active member of Chapel Hill Baptist Church for over 45 years.

Ruby is survived by her daughter, Paula Gwin and husband Kenneth, granddaughter Christie Brooks and husband Jim, daughter-in-law Patricia Teal, grandson Justin Gwin and wife Mary, granddaughter Kasey Gwin, and great-granddaughter Rebecca Brooks. She was preceded in death by her husband Jim, daughters Peggy Teal and Pamela Throgmorton, and son-in-law Larry Teal.

Ruby loved the FCA and the people in it, always saying it was more of a family than a club. I had the privilege to grow up in the FCA; my grandparents took me to many meets over the years. I was honored to be their grandson, but more so, I am honored to be able to call "Miss Ruby" not only my grandma, but my friend. She was larger than life to me, always ready with wisdom and advice, always spoken in love but many times tempered with the cold hard truth. She was a shining example of Christ's love to all she encountered.

On behalf of my family, I want to thank the membership for the outpouring of love you have shown to her over the years and to us over the last few months.

—Justin Gwin (FCA #1609)
Alexander, Arkansas

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim.
\$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim.
\$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern
Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1961 Ranchero project car completely disassembled for cleaning and rust proofing. Rusted out floor pans, replaced 200 CID six cylinder, head rebuilt and hard seats installed. C6 transmission and new torque converter, body shell hot dipped and rustproofed with POR. Other parts bead blasted and powder coated or POR coated. Many new parts. Chrome wheels. Lots of spare parts. I've been working on this project for several years but due to health problems, I can't finish it and want to get it into the hands of someone who can. I would like to recover \$2500 for what I've got invested but would consider trade or even donation to the right cause. Contact Jim, jimsfalcon@att.net. CA.

1961 Falcon two door, 200 CI six cylinder, C-4. Incomplete project, many new parts. Front end rebuilt. Quarters removed due to rust. All rust issues resolved. I have new quarters and everything to re-assemble. Asking \$4500. Contact Falcon Jimmy, 713-306-2843 or jimsclassics@yahoo.com. TX.

1963 V8 automatic Ranchero project vehicle. No engine, transmission, interior, or most wiring. Has rear axle and suspension, new front suspension, all sheet metal and glass, and most exterior trim. The torque boxes, rocker panels, and floors are all solid, \$750 as is. Some of the missing parts may be available. Lou Williams, 734-522-2548, lew01a@earthlink.net. MI.

1963 Ford Falcon two door Ranch Wagon, six cylinder, manual, needs restoration, \$3200 OBO. Other Falcons available. Call "Fireball" Hartman 315-344-8882, email kyle57@twcny.rr.com or go to riverhousewares.com. NY.

1963 Falcon Sedan Delivery, real rough, no drive train, set up for V8, five bolt rear, \$750. Other Falcons available. Call "Fireball" Hartman 315-344-8882, email kyle57@twcny.rr.com or go to riverhousewares.com. NY.

1964 Falcon Sport Futura convertible, great driver with new paint, original Guardsman Blue, and all trim now in place. Rebuilt 1965 200 CID six C-4 automatic transmission, eight inch Maverick rear axle, 3.25:1; about 2000 miles on drive train. Top works well, has repaired rocker and torque boxes, serviceable interior. Excellent chrome on inside windshield trim, quarter window frames, wing window frames; outside top trim very good to excellent original condition. A great buy at \$9995. Correct Falcon bucket seats and console in usable condition for an extra \$1000. I've owned the car since 1988 but I have too many projects; it needs to go to a good Falcon home. Detailed pictures upon request. Contact Len, 970-594-1964 or lenkellogg@lpbroadband.net. CO.



1963 Falcon, rotisserie built, mild custom, rod and custom front suspension, power steering, disc brakes, subframe connectors, plus X member. Aluminum radiator, crate 302, shift on tilt column, stainless and chrome. Redone cover, 4000 miles, custom console, aluminum gas tank and battery in trunk, \$16,500. Mike, 352-529-7258. FL.

1965 Falcon Ranchero project car. Body mounted on Ranger/Mazda pickup frame, 460 CID V8 with C-6 automatic transmission. Doors and fenders have been replaced and glass and chrome are good. \$2000 OBO. L. Z. Little, 540-344-6207. VA.

1965 Falcon Futura 289 convertible. Some rust on floor pan. On rotisserie, needs restoration. 351 Stroker motor. TFS twisted wedge heads, Moser axles, intakes, Cobra valve covers, many

more parts. \$8000 OBO. Contact Richard Disbrow, 440-320-6198 or ndisbrow@centurytel.net. OH.



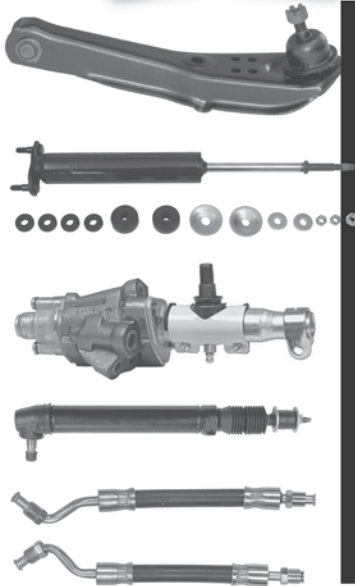
1965 Falcon Sedan Delivery. California car with complete restoration. 289 V8 total rebuild with 3000 mile since. C-4 three-speed automatic rebuild last year. New vinyl interior with cloth

inserts. Custom white paint with copper metallic flames and Taz graphics. Very dependable driver and great show car. Chrome side pipes and lots of chrome on engine. Very solid car with no rust. \$19,900. (NADA valuation \$30,000). Ed Jackson, 989-567-4180 cell 989-289-2547. eddebrns@gmail.com. MI.

1965 Falcon Sedan Delivery, \$4000. 1965 Falcon Futura HT, \$1200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7500. Call Don Branson, 636-228-4501 or email dbranson@mail.win.org. MO.

—Continued on page 10





Save 15%

on Steering & Suspension Parts with a \$200 or more order*

Must use Code
AKFAAD814 to receive discount.
Offer expires 12/31/14

*Not valid with any other offers or discounts. Offer excludes suspension kits, rebuilds and core fees, and leaf springs.



PO BOX 1100FA
New Market, VA 22844
1-800-228-7346
www.autokrafters.com

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An article featuring this 1963 Falcon originally appeared in the October 2004 issue of *The National Falcon News*. We revisit the family to see how it has changed. The Falcon looks just as good as it did in 2004.



Bob Brown, ten years after the 2004 article, is still the proud owner of a Falcon.

I purchased the car new in May, 1963 when I was almost 24 years old. It was my first car. I saw it sitting on the Ford dealer's lot in the county where I grew up and fell in love with it. Our family knew the dealer and it was an easy sell when we started negotiating. Just like my wife of 48 years—when I fell in love with her it was all over. And, just like the Falcon, she too is still looking good after all these years.

We enjoy taking the grandkids riding in the Falcon. We have requested that our two sons keep the Falcon in the family when we are gone if they can. Hopefully she will still look good when she is 100.

—Robert Brown (FCA #4419)
Cookeville, Tennessee

The center spread article from the October 2004 issue of *The National Falcon News* featuring Robert Brown's 1963 Falcon.

Feature Falcon

Original Owner

Robert A. Brown

Bob Brown has been the owner of this 1963 Falcon Futura since he bought it new in May of 1963. After he and his wife, Juanita, were married in 1965, they used the car until the mid 1970's. At that point, it had 115,000 miles on it and needed "some work," so Bob figured he would get very little by trading it in. He parked it in his father's barn, where it stayed for eight years. After moving to Cookeville in 1979, Bob convinced a neighbor to take on the restoration job, around 1982.

Bob writes, "The car is all original. We were able to get new seat covers and carpet right out of the Ford Motor Company boxes!"

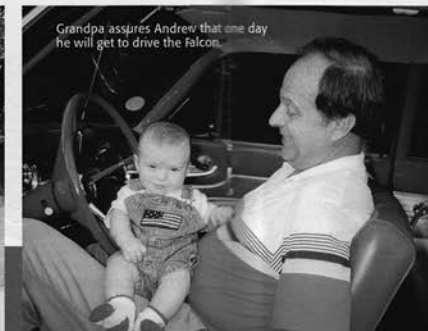
The car still needs a few small things in order to be a show car, and he is planning on doing that in the near future. He and Juanita drive the car every week or so when the weather is nice.

When their oldest son, Mark, was married to his wife, Rachel, in April of 2000, they drove the Falcon away from the church, a Brown family tradition. Now there is another little Brown family member, Andrew. Grandpa Bob has promised Andrew that he will get to drive the Falcon one day.

"This car will be passed on to our two sons when we are gone. We hope it stays in the Brown family for many generations to come."



The Falcon on the campus of Tennessee Technological University.



Grandpa assures Andrew that one day he will get to drive the Falcon.



by Bob Brown



Bob Brown's 1963 Falcon with his four grandkids and granddog. Andrew is the second from the left. He was pretty small in the October 2004 article. The Falcon looks great at 50 years old.



VISIT YOUR FALCON CLUB STORE

To order or inquire about our apparel
and other club store merchandise,

Falconclub@aol.com or 228-466-4349

No car or parts inquiries please.

Featured Merchandise: Men's T-Shirts available S•M•L•XL•2X•3X

Classified Advertising

—Continued from page 7

1966 Falcon Futura two door sedan, all 7254 miles believed to be original. Needs repair to cross member under the radiator and restoration to six cylinder three speed manual transmission, \$4000 OBO. pj7753@gmail.com. VA.

1970½ Falcon two door sedan with original 250 CID six with C-4 automatic transmission. Body is in fair shape with minimal rust. Needs restoration. Car runs and is drivable. \$3000 OBO. L. Z. Little, 540-344-6207. VA.

FALCONS WANTED

1965 Falcon Station Wagon, four door, V8, excellent restored or original condition, rust free. Jim, 970-266-0888 or jamesdizerega@comcast.net. CO.

PARTS FOR SALE

1964–65 doors for four door sedan/wagon; 1962–63 doors with glass/trim; 1967 left and right front fenders; 1966 left rear quarter panel, two complete 221 V8 engines with four speed transmission; bell housings and flywheels for Ford V8 engines; 1966–67 left front door skin for two door, splash pan for 1964–65; hoods for 1964–65; all interior metal pieces for 1964–65 wagon—a,b,c,d pillars, door trim; radiator for six cylinder; front bench seat for 1964–65; plus lots of miscellaneous parts. Ken Holquist, 717-658-7460. PA.

1963 Deluxe Ranchero seat. Black custom upholstery, vinyl with cloth pleated area, new, \$700 including matching door panels. 1965 RH hardtop door for 1965 Comet? LH hardtop door, no trim holes. Both are solid complete doors with handles and glass, \$100 each. Eight inch rear axle, 3.0 ratio, \$125. Granada disk brake spindles, \$75 per pair. 1963 and 1964 original hang on AC units, \$150 each. Many small block V8 and chassis parts. Cleaning house. Lou Williams, 734-522-2548, lew01a@earthlink.net. MI.

NOS: 1960 grille, \$195; 1961 headlight doors, two lefts, \$95 each; 1960 deluxe wheel covers, 13" \$195 set of four, 1962–3 Deluxe Squire 13" wheel covers, \$195 set of four. Good used 1962–3 Deluxe Squire caps, \$40 to \$100 per set based on condition. 1962–63 Squire wood-grained gas caps, in the box, \$295. New hardtop bucket seat upholstery, tan or black front and rear seats, \$300 per set. Nice used: two 1961 grilles, \$225 and \$325, 1963 headlight doors, \$50 to \$95 a pair; good 1960 grille with scratch, \$95; 1962 grille in good shape, \$395; nice headlight doors, with shelf wear, \$80 each. Re-chromed interior windshield trim for hardtops and convertibles, three piece set, \$295 to \$450 exchange. 1964–5 six cylinder power steering systems: one from working car, one stored outside and will need work; both VERY RARE; \$495 and \$895. 1965 V8 power steering, all steering

components plus the four turn box, no pump/pulleys/brackets, \$495; 1966–67 power steering system: steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is. All prices are plus shipping. Lenny, 970-593-1964, lenkellogg@lpbroadband.net or visit us at kelloggsrgarage.com. CO.

Fordomatic two-speed rebuilding kits with gaskets, o-rings, lip seals, bronze friction and steel clutches, sealing rings, front and rear seal, \$145 to \$165. Specify engine size and year. Bands, \$55 each or exchange, \$25 each core charge; adjustable modulator, \$20. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 781-449-2065 anytime or autotran.us. MA.

NOS parts: carb rebuild kits, part #CODZ-9A586-A and B, \$30; exhaust hanger, part #Codd-5A283-F, \$15; rear brake drum, part #CODZ-1126-B, \$80; Autolite vacuum control, part #CODF-12370-A, \$18; turn signal plate, part #CODF-13304-A, \$15. 1970 302 heads, cast #DOOE, dates 9L18 and 9J9, one pair, \$100. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair, \$100. NOS rear brake drum, part #CODZ-1126-B \$80. NOS road draft tube, part #CODE-6758-A, \$15. NOS tail light lens, part #CODF-13450-A \$30. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Bucket seat side skirts for 1960–63 Falcon, two pair, new, never mounted, \$140. Roger Stucky, 309-706-1839 or rcstucky@gridcom.net. IL.

Two Ford alternators 60 amps each, complete with a regulator. Asking \$50 OBO for each set plus shipping. One rear bench seat from 1968–69 Falcon. Light blue and dark blue vinyl seat in excellent condition. Asking \$50 OBO plus shipping. 1964 Falcon V8 front brakes complete for sale. New 2¼" wide brake shoes, new wheel cylinders,

1964-73 MUSTANG	Online Ordering Now Available! melvinsclassicfordparts.com  1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777
1928-69 FORD CAR	
1960-70 FALCON	
1962-71 FAIRLANE/ TORINO	
1928-79 FORD TRUCK	
1955-66 THUNDERBIRD STREET ROD	

new hoses, new NOS brake drums. All above have approximately 250 miles on them. Asking \$200 OBO plus shipping. Lloyd Marshment, 519-542-3684, grhead@hotmail.com. ON.

Ford 170 special inline six cylinder engine with original Ford-O-Matic two speed automatic transmission. The engine runs. Everything is original. \$800 OBO. Gage Irwin, 419-890-2018 or irwinri27@gmail.com. OH.

Parts available from 1967 Ford Falcon Sport Coupe. The body was not salvageable for restoration. If you are in need of specific parts for a 1967 Falcon, contact me. If the part is available, I will give an overview of the condition along with a price. Shipping extra charge or parts can be picked up. Many parts are interchangeable with 1966, 1968, 1969 and early 1970 Ford Falcons. Please call Bob Karpenko, 716-735-7547 between 7:00 and 9:30 PM Eastern. If no answer please leave a message. Email: GreedyMite@hotmail.com. NY.

Large 35 year collection of good used parts for 1960-69. Hoods, \$75-\$110. Doors, \$50-\$75. Chrome moldings, \$5-\$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org. MO.

WHERE'S MY AD?

Classified ads must be resubmitted monthly in order to run. Please resubmit the ad in full monthly. Do not ask for your ad to run multiple months. Deadline for Classified Advertising is the 20th of the month two months before publication date (August 20 for October issue). Please email your ad if possible and use correct spelling, grammar and punctuation.

PARTS WANTED

Early 1960 engine parts and glass bowl carburetors. Please contact Merl Hayn, 574-952-6309 or shaynfamily@aol.com. IN.

WANTED: 289 Hi Po San Jose built 4 speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65 3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO.

Original grille for a 1963 Falcon Futura convertible in very good or excellent condition. Call Jamie at 402-418-1021 or email jamietakarl@gmail.com. NE.

Good working C-4 case fill type three speed automatic transmission for a 1960 Ford Ranchero with 144 cubic engine. Merle Martin, 808-939-7069 or mmartin55@hawaii.rr.com. HI.

MISCELLANEOUS FOR SALE

Rodders Journal, Numbers 1 to 64, in as-new condition, \$850 if picked up; \$1000 if shipped. Mike, 352-529-7258. FL.

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70, \$59.95 each; 1963 Owners Manual, \$14.95; Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each; Falcon 140 page Road Test book 1960-70, \$19.95; hardcover Falcon history book, \$39.95. Alex Voss, 206-721-3077 or Alex@books4cars.com.

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THEY KEEP GOING AND GOING AND



The Energizer Bunny has nothing on Mike and Toni Sullivan. After starting their Falcon and old Ford hobby in 2006, they kept going and going and going, never stopping to look back. I met the Sullivans at a Northland Chapter FCA meeting at the end of 2006, our common denominator being that we joined to help with the upcoming 2007 FCA Nationals held in Bloomington, Minnesota. Their help was instrumental in the success of that convention and their leadership skills have propelled them to officer positions within the chapter that have included Membership Coordinator, Vice President, and President. It's always been a pleasure to work side by side with Mike and Toni helping to determine and manage club direction. Likewise, as new members they were full of questions about Falcons, and it has been fun to watch them grow from the curiosity

stage to full-blown car builders and as a resource for a lot of good connections and ideas.

Mike was born in Kentucky, but raised in Trenton, Michigan, a suburb of Detroit. Good fortune got Mike's late father, a FBI agent, transferred to the Phoenix area where Mike met Toni. She was born and raised in the area by her parents, Roger and Marva Rae Parks. Old car lovers themselves, they are very supportive and helpful with

Mike and Toni's hobby. Mike and Toni have been married for 28 years and have one son, Zachary who they adopted from Russia in 1995. For family reasons, they decided to relocate to Minnesota in 1997. Mike works as a Prepress Operator for Imagine Print Solutions in Shakopee and Toni is an Electrical Design Engineer for Leidos Corporation in St. Paul. They reside in Hastings, Minnesota on eight acres south



GOING AND GOING...

by Scot Thayer

FALCON

of town where they set up a very nice workshop for their car projects, woodworking and quilting hobbies.

Special-interest vehicles from their past have included numerous 4 x 4s and Jeep CJs that they enjoyed for desert four-wheeling in the Phoenix area. Toni's first car was a 1972 Pinto. Mike's cars from his younger years included a 1967 Bronco Sport, 1968 Mustang, 1971 early Ford Ranger PU and a 1967 Falcon two door.

The Sullivan's current interest in old cars was kindled in 2006 when they visited the annual "Back to the 50s" weekend at the Minnesota State Fairgrounds. They had their eyes open at the event for a mid-fifties Chevy when they ran across their first Falcon...a 1963 two door sedan with a "For Sale" sign hanging in the window. The car was a solid North Dakota vehicle with a very clean interior complete with factory radio delete, original 144 six-cylinder engine and non-synchro three speed. They called the owner, made a deal and brought their prize home. Sitting almost essen-

tially as is, the car won the Diamond In The Rough Award category at the 2007 FCA Nationals. Then the work began! This included new suspension, bushings, shocks, a newer 200 inline six engine with full synchro three speed transmission, 14 inch steel wheels with stock hub caps and a Maaco paint job in the original color. The car was driven with the Northland Chapter's Caravan to the 2010 FCA Nationals in Dearborn, Michigan for a roundtrip total of 1400 miles. At the Nationals it was a Class Winner in the Stock division. Since then, the car has been sold and has traded hands a couple of times. It currently resides comfortably in the hands of Northland Chapter member, Jerry Sullivan—no relation to Mike and Toni.

Their next and current Falcon is a 1964 Futura Sports convertible acquired early in 2007 from Joe B. Falcons out of Golden, Colorado. The solid southwestern car came with a 250 inline six and C4 automatic transmission. Plans for

—Continued on page 14



In February 2007 the car was transported from Golden, Colorado to the Sullivan home in Minnesota. Mike drove it for the summer and then in the winter began the teardown. All parts were bagged and tagged. The 250 I6 engine and C4 were pulled and sold.



In early 2010 Mike was laid off due to the economical turndown and the restoration started to slow down. They resorted to minor fixes such as restoring window mechanisms, dash repair, soundproofing, new wiring harness, brake lines, fuel lines and installing the engine and transmission.



THEY KEEP GOING AND GOING AND GOING

—Continued from page 13

this car were resto-mod, taken from the ground up. The car was stripped apart and body work performed by local bodymen Joel and Erick Lindquist. The 1969 Shelby Grabber Orange base color and clear coat were applied by Mike and Toni with coaching by Joel. Custom graphics were laid out and painted by Joel, and wet sanding and buffing handled by Mike and Toni. All the sheet metal on the car is original including the chrome bumpers. Upholstery work was done by Mike and Toni using a kit



provided by Dearborn Classics. Black powder coating was applied to the grille and various trim pieces by Northland Chapter member Russ Young. The Sullivans built and upholstered a custom console that houses an APP radio with a B&M Hammer shifter. An MP six-gauge cluster adorns the dashboard with modern gauges, new convertible top—part of the upholstery kit provided by Dearborn Classics—was installed by CTI by Fred. Mike and Toni note that if they had the opportunity to do it over, they would have gone with a superior top kit from Electron or Robbins; they meet OEM specs and are made from a more durable, long lasting fabric.

Under the hood resides a 1993 5.0L HO roller motor, complete with GT40 heads, Edelbrock 289 performer intake manifold and carburetor, Holley distributor, MSD ignition module, K-Code exhaust manifolds with Porter mufflers and a factory AOD transmission. The new suspension includes the Shelby drop; steering consists of a Unisteer manual rack with Flaming River steering column. Plans are to upgrade the rack to power steering. The rear end is a narrowed Crown Vic 8.8 with 3.55 posi. He also added 78 Mustang II style remote control mirrors. The car has disc brakes all



BY THE NUMBERS	
1964 FUTURA SPORTS CONVERTIBLE	
ENGINE	
Type:	Ford 302
Block:	Factory Iron
Cylinder Heads:	1993 Ford Cobra GT40s
Camshaft:	Factory E303
Valvetrain:	Ford SVO 1.72 RollerRockers
Induction:	Edelbrock 289 Performer Intake Edelbrock 600 cfm Carburetor
Fuel System:	Larger Fuel Tank Edelbrock Hi Vol Fuel Pump
Ignition:	MSD 6A Ignition Box Holley 800 Billet Distributor Ford Racing 8mm Spark Plug Wires
Exhaust:	289 K-Code HiPo exhaust manifolds Dual 2.5" Porter Mufflers
Cooling:	2-core Aluminum Crossflow Radiator FlowKool Hi Volume Waterpump Dual 10" SPAL electric fans
DRIVETRAIN	
Transmission:	Ford 4-spd AOD B&M Hammer Shifter
Rear Axle:	1998 CrownVic 8.8" 3.55 gears with Posi
CHASSIS	
Front Suspension:	Stock UCA & LCA, springs Grab-A-Trak Gas Shocks 1" Sway Bar Monte Carlo Bar Unisteer Manual Steering Rack
Rear Suspension:	Grab-A-Trak 4.5 Leaf Springs Grab-A-Trak Gas Shocks
Brakes:	CSRP 11" single piston front disc brakes Stock CrownVic 11" rear disc brakes
WHEELS & TIRES	
Wheels:	Vision Legend 5 Gun Metal 15x7 front & rear
Tires:	Falken 912 - 205x60Rx15

By the Numbers graphic was designed by Mike Sullivan.

around. Finishing it off are Vison Legend 15 x 7 torque- style wheels mounted on 205 x 60R x 15 tires provided by Discount Tire. Mike points out that this combination of wheel and tire works for disc brakes, but not drums. "Canned Heat" as a nickname fits this award-winning showkeeper very well.

Next in the Sullivan Falcon Stable is a classic example of what is popular in the old car magazines of today... the Barn Find. This 1964 Falcon Deluxe Club

Wagon was purchased nearly new by a now 88-year-old Noah Hershey from Minneapolis, Minnesota. He and his family used it for vacation travel and camping, then stored it during the winter months. The van was basically retired from service around 1992, hidden away in his garage. Noah decided to sell the van in 2012 and contacted the Northland Chapter FCA. Ultimately, Mike and Toni went to view this time capsule and just had to have it. A deal was struck and they trailered it home. It is in remarkable



condition for a Minnesota vehicle, credit given to winter storage. It is powered by the original 170 engine and C4 automatic transmission. With a lot of help from Roger, they replaced the deteriorated original gas tank with a modified 20 gallon tank and new sending unit, installed new wheel cylinders, flushed the original brake and fuel lines and all other fluids were replaced. The distributor was rebuilt, new spark plugs, fuel filter and new 13" rubber from Discount Tire installed all the way around. With 102,000 actual miles, the

—Continued on page 16



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THEY KEEP GOING AND GOING AND GOING AND GOING...

FALCON

—Continued from page 15



Sullivan's 1963 Falcon two door sedan Deluxe won Diamond in the Rough at the 2007 FCA Nationals.

van is very solid and runs great for its age of 50 years. The van was recently sold to a gentleman in Texas who wanted an unrestored-all-original van. Mike credits many of the fix up pointers and sale of the van to a Yahoo forum he joined called *Old Econolines*.

Prior to the van, Mike and Toni trailered a 1970 Falcon two door back from Kentucky in 2013. This Falcon classic is now owned by Northland Chapter's youngest member, 15-year-old Christopher, son of Jason Endreson.

Sprinkled amongst the Falcons, Mike and Toni bought and restored a very nice rust free Arizona 1966 Mustang and are in the process of building both a 1948 Ford F1 and a 1951 Ford F1 pickup.

And they keep going and going and going...Mike and Toni are an inspiration to Falcon owners and the old car hobby!

—Scot Thayer (FCA # 5509)
Hugo, Minnesota



Their 1970 Falcon two door sedan is now owned by 15-year-old Christopher Endreson, Northland FCA Chapter's youngest member.

This article was originally printed in March 2014 issue of the *Falcon & Comet Flyer* of the Northland Chapter of FCA.

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1966 Ford Mustang



1951 Ford F1 truck



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Bypass the Headlight Fuse Block (1960-64)

If you own a 1960–64 Falcon and have ever had to replace a fuse you may be interested in bypassing the fuse block on the headlight switch. Other than the difficulty in accessing the light switch, the ignition switch and the new mounting location, this is not a difficult task.

Removing the Light Switch

1. Disconnect the battery.
2. Remove the instrument cluster first; it will make it easier to remove the light switch. As you remove the cluster make a diagram of where each wire connector and bulb holder belongs. Make note of wire colors as an assist for re-installation. The speedometer cable will also need to be unscrewed.
3. Remove the light switch by first removing the knob, this is done by depressing the release button on the bottom of the light switch. The release button is located under the dash on the side of the light switch and a real pain to find by Braille.
4. Unscrew the light switch bezel retaining nut. There is a special tool for its removal, but I had success removing it with the tips of needle nose pliers.
5. Pull the light switch away from the dash and down. There are two clips that hold the fuse panel to the light switch, pry them off and carefully separate the fuse panel from the switch.



New fuse panel installed above driver's side kick panel.

Parts Required:

Buss ATC fuse panel
Assortment of ATC fuses
15 amp ATC inline fuse holder
Assortment of wire
Assortment of terminals
Heat shrink tubing

Recommended Tools:

Soldering gun
Terminal crimper

Tips

Take out the front seat; it will make life easier.

On my Ranchero I added a similar fuse block above the passenger side kick panel for non-switched accessories which is always on. I ran the power supply to the fuse block from the solenoid using a 20 amp fuse inline fuse holder at the battery side of the solenoid.

Modifying the Light Switch Fuse Panel

1. Remove all fuses.
2. Carefully remove or cut the black-green wire from the fuse block. This is the wire that supplies power to all the accessories. The black-green wire will need to have an extension wire added and a ring terminal placed on the other end. This wire is what will supply power to your new fuse block.
3. All the lights are protected by the fuse marked PRK-REAR-DOME. You could leave this fuse as is, but to make fuse replacement easier now is a good time to replace it with a 15 amp spade fuse. Solder each end of a 15 amp inline fuse holder to each terminal of the original glass fuse holder. When you reinstall the light switch, position the inline fuse holder below the easy reach light switch.



The arrow points to the release button that must be depressed to remove the light switch knob.

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Bypass the Headlight Fuse Block (1960-64)

Mounting the New ATC Fuse Block

1. Mount the ATC fuse block above the driver's side kick panel. A couple of sheet metal screws will hold it in place. It may be near impossible to drill holes with the driver's side foot vent in place; I removed mine.
2. The black-green wire from the original light switch attaches to the power supply lug.
3. The orange-yellow wire with directional signals will attach to one of the spades. Use a 15 amp blue fuse. The original fuse was 14 amps, but 14 amp ATC fuses are not available. You may need to add an extension wire to reach.
4. Attach the brown heater wire. Use a 15 amp fuse.
5. Attach the radio. Use a 7.5 amp fuse.
6. Add any new accessories you may have.
7. Re-connect the battery and cross your fingers; hopefully you'll not release any smoke.

Note: I moved the orange-white wiper motor from the "A" terminal on the ignition switch to the new fuse block. The wiper motor is protected by a circuit breaker either in the wiring harness or the switch. This will be year dependent. If you still have vacuum wipers this does not apply.

—Dick Harrington (FCA #12563)

Dick Harrington (FCA #12563) is the author of the popular series, "So You Think You Want To Restore a Falcon?" His Tech articles are on the FCA website, falconclub.com. He is the Tech Editor for the FCA. He lives with his wife, Linda and kitties in Delhi, New York and Titusville, Florida.



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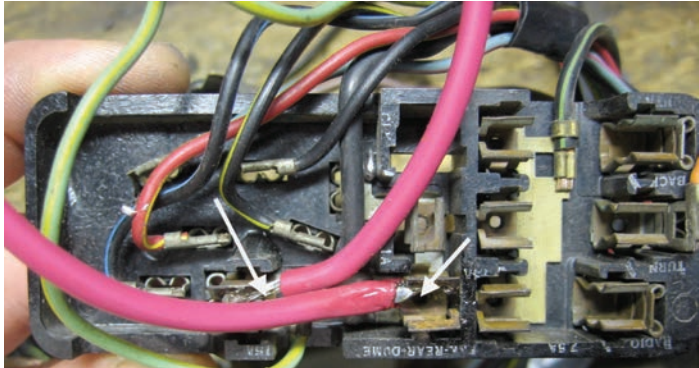
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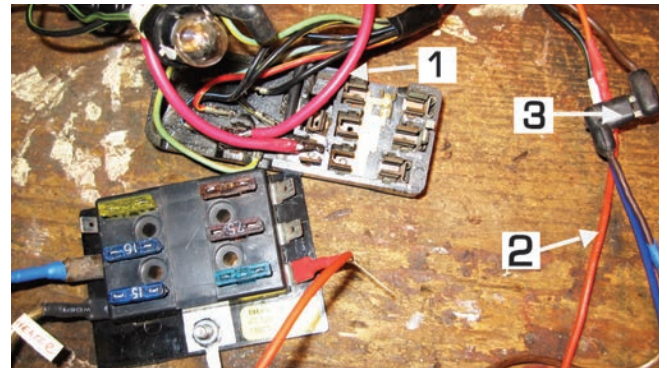
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By Dick Harrington



The in-line fuse holder has been soldered to the original fuse block.



This is the easy way to do it, wiring harness removed and on the bench. You can see the old and the new fuse blocks. Arrow 1 points to the ATC inline fuse holder, arrow 2 is the directional signal wire and arrow 3 is the heater wire.



The close-up view of the new fuse block shows the black-green wire that was removed from the accessory section of the original fuse block. The arrow points to the power feed connection.

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